

The Hongkong Telegraph.

WEATHER FORECAST.
FAIR.

(ESTABLISHED 1881.)
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March 18th, 1912, Temperature a.m. 54, p.m. 60; Humidity...55, 48.

March 18th, 1911, Temperature a.m. 67, p.m., 63; Humidity...86, 93.

No. 8738

晚一初月二年壬子

TUESDAY, MARCH 19 1912.

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TELEGRAMS.

BRITAIN'S NAVY.

Mr. Churchill Introduces the Estimates.

"THE MORE THE MERRIER." POLICY.

[Service To The "Telegraph."]

London, Mar. 18, 3 p.m.

Mr. Churchill in introducing the Navy Estimates in the House of Commons said that the foundation of Britain's naval policy was finance. The only credit that could be claimed by the Admiralty was for keeping their requirements at a minimum consistent with public safety and for securing the utmost possible development of war power from the funds entrusted to them.

BESTOWING THANKS.

If the country was of opinion that the needs of the country had been well and amply provided for it was to the Admiralty, to the Chancellor of the Exchequer, not to the First Lord, that thanks were due. It was necessary that this should be recognised.

THE "GREAT" BUDGET.

It was right to say that the great scale, which naval armaments had been forced to assume had only been rendered possible, without additional taxation or recourse to borrowing, by the wonderful fertility of the great Budget of 1909.

THE COST.

The financial aspect of the estimates was not cheerful. All the world was building navies which were constantly increasing in size, complexity and cost. It was true that the decrease in the estimates was £800,000 but that, of course, took no account of any augmentation of the German naval programme.

THE OTHER POWER.

He proposed to lay bare to the House, with perfect openness, the naval situation. It would be necessary to do so mainly with reference to one Power. He regretted this necessity, but nothing was now to be gained by using indirect modes of expression. On the contrary, the Germans were people of robust minds whose strong masculine good sense did not recoil from, and were not offended by, plain, blunt statements of fact if expressed in courtesy and sincerity.

HORRORS OF WAR.

The time had come when both nations should understand, without illtemper and without disguise, what would be the conditions under which naval competition would be carried on in the next few years. In modern naval war battles were not decided by ratios or percentages in a fleet. In a battle between good and efficient navies equally matched tremendous damage would be reciprocally inflicted; many ships on both sides would be sunk or blown up, many more would have injuries which would take months to repair; and others would not come out again during the whole war.

CANCELLING OUT.

It was indeed hideous. The course of such a naval engagement would resemble the combat between Mamilus and Herminius at the battle of Lake Regillus when

Side by side, these chiefs of pride,
Together fell down dead.

That was a satisfactory reflection to the stronger naval power. It would always pay Britain to lose ship for ship. "In every class the process of cancelling," said Mr. Churchill, "would conduct us, albeit by a ghastly road, to certain victory and to a condition, not of relative, but of absolute superiority."

If all the Dreadnoughts in the world were sunk to-morrow, our naval superiority would be far greater than it was to-day. The pre-Dreadnought vessels would come out and play an important part.

The Government were therefore keeping such vessels carefully in reserve and arrangements were being perfected by the War Staff to bring them into commission at the 6th, 9th or the 12th month of a war.

THE BURDEN OF COST.

All this must be considered in judging the standards of new construction, which was appropriate to our needs. It was very easy to make a rapid increase in new construction so long as they were not burdened by the expense of maintaining a great establishment.

Our German neighbours had not yet begun to feel the weight of maintaining year after year a gigantic naval service. Those charges matured slowly, but remorselessly.

A WASTEFUL POLICY.

It was wrong and wasteful to build a ship for the British Navy a day before it was wanted. Up to the time when the contract was definitely assigned a battleship was heir of all the expanding naval science of the world. What he would call "the more the merrier" policy was harmful to efficiency as economy.

TWO KEELS TO ONE NOT NECESSARY.

Having thus reviewed the existing naval resources he was not prepared to recommend the House at present to adopt the two keels to one standard in new construction against Germany. The time might come when it would be necessary, but it was not necessary now.

KEEPING AHEAD.

Mr. Churchill here discussed the changes in the situation which the passage of time and the rise of the Navy of a single Power to first place on the Continent had effected and had rendered the Two Power standard inapplicable and inadequate. The actual standard in new construction which the Admiralty had followed in recent years had been a sixty per cent. superiority in Dreadnought cruisers compared with the German Navy as fixed by existing fleet law.

A GUIDE TO WORK BY.

If Germany adhered to her existing law the Government believed that that standard would, in the absence of any unexpected development in other countries, continue to be a convenient guide to work by for the next four or five years. Further than this it was idle to speculate.

CONCERNING THE FUTURE.

As, however, pre-Dreadnought vessels gradually declined in relative fighting value, our ratio of new construction would have to rise above the sixty per cent. standard. Every addition which Germany might make to the number of new ships each year must accelerate the decline in relative fighting value of our pre-Dreadnoughts and therefore it required special measures on our part now.

TELEGRAMS.

BRITAIN'S NAVY.

BUILDING PROGRAMME.

[Service to the "Telegraph."]

London, Mar. 18, 3 p.m.

Applying the standard just explained to the existing German Navy Law it would appear to be necessary to construct four battleships and three Dreadnought battleships alternately during the next six years. That was the least that would maintain the sixty per cent. standard, and that was what the Admiralty had in its mind when it framed the estimates now presented to Parliament.

MEETING THE GERMAN ADVANCE.

"If we are now, as it would seem, to be confronted with an addition to German new construction of two ships in these six years, we should propose to meet that addition upon a higher ratio of superiority by laying down four additional ships within the same period; spreading them, however, conveniently over the six years. Let me make it clear, however, that any retardation or reduction in German construction will, within certain limits, be promptly followed here, as soon as it is apparent, by large and fully proportionate reductions.

A SUGGESTION TO GERMANY.

"For instance, if Germany likes to drop out any one, or even two, of her annual quotas and to keep her money in her own pocket for the employment of her own people and the development of her own prosperity, we will at once, in the absence of any dangerous development elsewhere, drop out our corresponding quotas, and all slowing down on the part of Germany will be accompanied, naturally on our larger scale, by us within certain limits, because we have to consider to some extent the building of other Powers.

WHAT WOULD HAPPEN.

"But take next year:—In 1913 Germany will build three and Britain five ships. Supposing we were both to take a holiday for a year and to introduce a blank page in the book of national mistrust; supposing Germany were to build no ships in that year, she would save herself between six and seven millions sterling. But that is not all. We should not in ordinary circumstances begin our ships till she has started hers, and the three ships that she did not build would automatically wipe out no less than five potential Super-Dreadnoughts which is more than they could hope to do in actual war. As to indirect results, even from a single year they simply cannot be measured. Not only to the two great brother nations, but to all the world of toiling men, they would be immeasurable in their hope and brightness.

BRITAIN'S POSITION.

"This is our position; that the Germans will be no gainers in naval power by any increases they may make and no losers, from the basis I have laid down, by any diminutions. Here, then, is a perfectly plain plan and arrangement whereby, without any diplomatic negotiations, without any bargaining, with the slightest restriction upon the sovereign freedom of either Power, this keen and costly naval rivalry can be at any time abated. It is better, I am sure, to put it quite frankly and simply, for Parliaments and people to judge."

TELEGRAMS.

BRITAIN'S NAVY.

SMALL CRUISERS.

[Service to the "Telegraph."]

London, Mar. 18, 3 p.m.

Mr. Churchill then explained the new policy of building small cruisers which would be the eyes and ears of the fleet by night and day, and which would be strong enough and fast enough to over-haul and cut down any destroyer. He discussed the anxious and perplexing problem of oil fuel which was incontestably superior to coal. "But," he asked, "could we make sure of getting full supplies of oil at reasonable prices in time of peace and without restriction in time of war? Could we accumulate and store a reserve sufficient for ever-growing requirements protected from aeroplanes and sabotage."

After emphasising the shipbuilding resources of the country and referring to the increase of men which the Government was asking, Mr. Churchill said: "We ask Parliament to assent to a large margin of safety. We stand as a nation upon the defensive. It is inconceivable that we should make a surprise attack upon Germany or any other European Power."

"Apart altogether from the moral aspect of such conduct what would be the use of it? We have no means of following up such an attack even if it were successful and no means of bringing the war to a speedy conclusion. Therefore we are relegated to the defensive. It is necessary for us to be able to meet at our average moment the naval force of an attacking Power at its selected moment."

"Moreover the consequences of defeat at sea to us are so much greater than they would be to Germany or France. We are fed from the sea; we are an unarmed people and are the only Power in Europe that has not got a large army and cannot menace the independence or vital interests of any great Continental state. We cannot invade any Continental state; it is not our wish to do so, but even if it were, it would not be within our power. It is these facts which justify British Naval supremacy in the face of the world. If ever any single nation were able to back the strongest fleet with an overwhelming army the whole world would be in jeopardy and catastrophe would swiftly occur."

"When we consider the strength of our navy we are thinking, not of our commerce but of our freedom. It is not a matter of our trade but of our lives. Nothing can make us absolutely safe. We must never conduct our affairs so that the navy of any single Power shall be able to engage us at any moment with any reasonable prospect of success. If this is a singular arrogance it is also the first condition of our existence."

Mr. Churchill next announced in considerable detail a complete recasting of the organization of the fleet. Under the new organization the ships available for home defence will be divided into the First, Second and Third Fleets, comprising eight battle squadrons of eight ships each, together with their attendant cruiser squadrons, and flotillas and all auxiliaries. Each of these fleets will represent a distinct administrative status and standard of commission. The First will comprise four battle squadrons of fully commissioned ships, together with one fleet flagship. Three of these battle squadrons will be based on Home ports and the fourth, upon Gibraltar. The Second Fleet will be composed of two battle squadrons upon an active basis. The Third Fleet will also comprise two battle squadrons.

TELEGRAMS.

BRITAIN'S NAVY.

65 BATTLESHIPS.

[Service to the "Telegraph."]

London, Mar. 18, 3 p.m.

We thus could assemble if necessary 65 battleships as compared with 38 of the next strongest naval Power. The torpedo-boat flotillas will be placed under the command of a Special Admiral to be called the "Admiral of Patrols," whose business will be to protect the coasts from minor raids while the battle fleet is defeating the enemy.

Mr. Churchill emphasized the necessity of augmenting substantially the list of lieutenants. PROMOTING WARRANT OFFICERS.

Mr. Churchill announced the intention of the Admiralty to promote about 100 of the younger warrant officers to a rank equivalent to that of sub-lieutenants and to give commissions to senior midshipmen.

BRILLIANT PERORATION.

He concluded by dilating on the strange spectacle of the polite nations of the world devoting their wealth, their manhood and their sciences to producing gigantic military machinery, which became obsolescent as soon as it was created, and draining the coffers and stunting the needs of the people. The most hopeful interpretation of this strange phenomenon was that these rivalries were the modern substitutes for the actual war of earlier ages, just as credit transactions had superseded cash payments. Still we live in an age of incipient violence and depressed unrest. The utility of war may be an illusion. The Admiralty must confine itself to the simple duty of making quite sure that our island and people would come safely through whatever time brings forth.

UNIONIST APPROVAL.

Mr. A. H. Leo, Unionist member for Fareham, said that he heartily approved Mr. Churchill's speech. The only doubt was whether a bare intimation was consistent with the full security being provided now.

SUGAR COMMISSION.

CONCESSION TO RUSSIA.

[Service to the "Telegraph."]
London, Mar. 18, 12.5 p.m.
Reuter's Brussels correspondent states that the Sugar Commission has renewed the Convention of 1902 during the five years from Sept. 1, 1913. Russia is to be allowed to export an extra 150,000 tons during 1911-12, and 50,000 in the two following seasons.—Reuter.

PORTUGAL STRIKE.

A SEQUEL.

London, Mar. 18, 12.5 p.m.
Reuter's correspondent at Lisbon states that two labour agitators named Constantino and Castro have been arrested for the murder of the Mayor of Moita on Jan. 31. The police prohibited a syndicalist meeting which was to have been held to-day.—Reuter.

HOME POLITICS.

UNOPPOSED RETURN.

Bombay, Mar. 12, 7.35 a.m.
Mr. Fitzherbert Wright, Unionist, has been returned unopposed for Leominster, Sir J. Rankin having resigned.—Reuter.

TRIPOLI WAR.

ITALY'S REPLY.

Bombay, Mar. 10, 7.35 a.m.
Reuter learns from a competent Italian source that the reply to the Power's questions in regard to the mediation of March 16, had a conciliatory tone and was calculated to facilitate negotiations.—Reuter.

TELEGRAMS.

CHINA IN TRANSITION.

TROUBLE AT SHANGHAI.

[Our Own Correspondent.]

Shanghai, Mar. 19, 9.20 a.m.

Last night a portion of the troops at Shanghai demanded their pay. They were forced to return to their barracks and three were wounded.

The Volunteers are standing by in the Settlements.

DISSATISFIED SOLDIERY.

Yangtze ports report that the troops are dissatisfied because the Nanking authorities are unable to pay them on account of the breakdown of the loan negotiations.

CHANGE OF TITLE.

Shanghai, March 18.
All the Viceroy's of provinces will be hereafter called Governors General.

NEW APPOINTMENTS.

President Yuan Shih-kai has appointed Chang Shih-lin Governor-General of Chihli; Chiu Wai-hi, Governor General of Kansu and Yin Shih-shan, Governor General of Shanxi.

PRESS INDIGNATION.

The Native Press Society in Shanghai has telegraphed to Dr. Sun Yat-sen demanding an explanation from the Jointly Sworn Society of charges that the Shanghai Press had been subsidised by Yuan Shih-kai.

PROVISIONAL SENATE.

The delegates of Hupoh and Kiangsu and other provinces have elected seven representatives to proceed to Peking for the formation of a Provisional Senate.

MINISTER RESIGNS.

Chan Kam-tao, Minister for Finance has tendered his resignation.

POSITION IN SHENSI.

A telegram has reached Yuan Shih-kai from General Tuan Chih-kai, reporting that order has been restored in Shensi.—"Shat Po."

TROUBLE AT SWATOW.

Swatow, March 18.

The Tung Man School here has been burnt down by the revolutionary soldiers, and the German Consulate, which is next door to the school, narrowly escaped destruction.—"Shat Po."

FROM JAPANESE SOURCES.

Tokyo, March 19.

Representatives of the Bannermen at Peking have published a protest against Yuan Shih-kai's arrangement that no seats in the Cabinet are to be occupied by the Manchus. This, they declare is quite inconsistent with the fundamental principles of the Republic.

The Chairman of the Kirin Provincial Assembly and other leading gentry there have issued a manifesto urging that a Parliament should be summoned now that the new Republic has been founded. Steps are to be taken for the organization of a Parliament.—Ind. News Agency.

TELEGRAMS.

CHANNEL COLLISION.

THE DEATH ROLL.

[Service to the "Telegraph."]

London, Mar. 18, 3.45 p.m.

The identity of the "Oceana's" seventeen drowned is still unestablished, but it appears certain to include seven passengers, five stewardesses and five of the crew. The liner was in charge of a pilot. One boat made for Eastbourne, but most of the boats remained alongside sheltering under the lee of the vessel till the "Sussex" life boats arrived, when 187 of the crew and 27 passengers were taken to land.

CONFLICTING ACCOUNTS.

The remainder of the crew stayed on board till the increasing list of the steamer compelled them to leave her and take to one of the tugs which were towing her. Accounts of the upsetting of the first boat launched are conflicting. Official representatives of the P. and O. company met the passengers in London, and saw that they were conveyed to the Grosvenor Hotel, where many guests and maids temporarily provided clothing. Despite the exposure, none of the ladies appeared to be seriously affected, though they suffered considerably from shock. They proceeded to their homes the same evening.—Reuter.

BRITAIN AND PORTUGAL.

TREATY OF ALLIANCE.

[Service to the "Telegraph."]

London, Mar. 18, 5.10 a.m.

The "Times" correspondent at Lisbon states that the Premier has published an extract of the Anglo-Portuguese treaty of alliance, which provides that neither will join in an attack upon the other or shelter its enemies except political refugees. In the case of war or invasion, each is to assist the other by arms and men and also to assist and protect the other's colonies by troops and warships.—Reuter.

OBITUARY.

DUCHESS OF BUCOLEUGH.

[Service to the "Telegraph."]

London, Mar. 18, 5.10 a.m.

The Duchess of Buccleugh has died.—Reuter.

PACIFIC FLEET.

AMERICA'S ADVANCE.

[Service to the "Telegraph."]

London, Mar. 18, 5.10 a.m.

A message from Washington states that the Navy Department has ordered three armoured cruisers of the Pacific Fleet to the Philippines, thus making the American fleet in the Orient the most powerful fleet next to the Japanese.—Reuter.

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KOREA	18,000	"	"	Apr. 2	1 P.M.
SIBERIA	18,000	"	"	Apr. 10	"
MANCHURIA	27,000	"	"	Apr. 30	"
MONGOLIA	27,000	"	"	May 20	"
KOREA	18,000	"	"	June 18	"

INTERMEDIATE.-

Persia	9,000	"	"	Mar. 26	"
China	10,200	"	"	Apr. 23	"
Nile	11,000	"	"	"	"

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HONGKONG from RANGOON on 2nd April, will be despatched for
Kobe same day, at Noon, taking Cargo and Passengers at current rates, to be
followed by S.S. "FULTALA," 4,152 tons, Capt. H. Chidley.

WESTWARD.
The S.S. "FAZILKA," will leave Hongkong for SINGAPORE, PE-
NANG and RANGOON on the 29th March, 1912, at 4 p.m., followed by the
S.S. "WARDHA" on 10th April, taking cargo and passengers at current rates.
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Hongkong, 16th March 1912

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m.	9.45 p.m. to
11.50 p.m. every 15 minutes.	

SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS as on Week Days.

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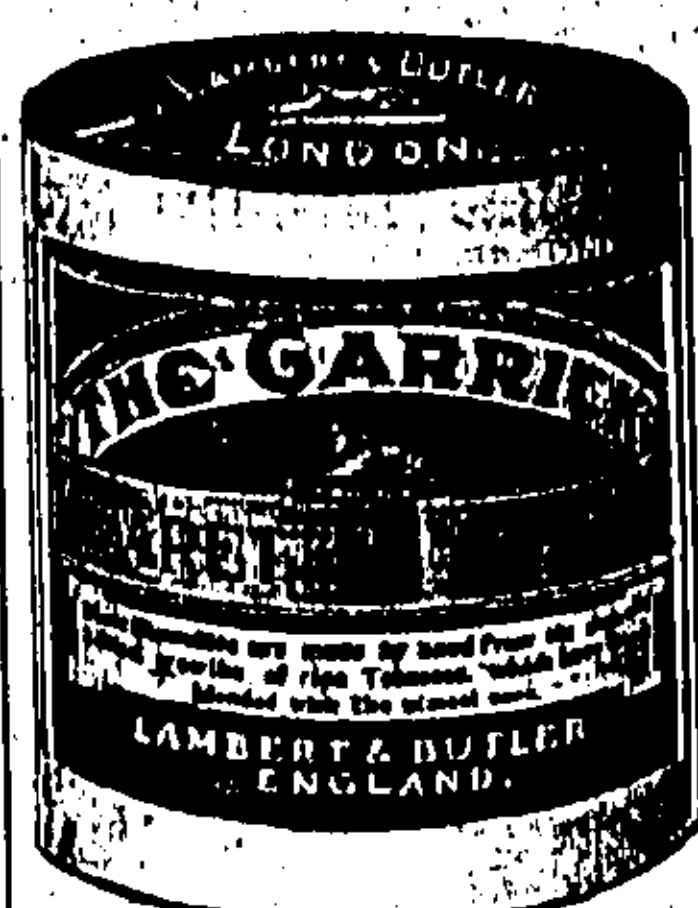
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Hongkong, 30th January, 1912.



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Hongkong, 25th January, 1912.

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SATURDAY,	23rd "
MONDAY,	25th "
TUESDAY,	26th "
WEDNESDAY,	27th "

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Hongkong, 15th March, 1912.

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

* Phrenology and the Chinese.

Mr. Donovan seems to have
noticed that faith and hope
were faculties not very well
developed, but this was not the
case with veneration, which ap-
peared to be well to the fore in
the Chinese head. Of the so-
called religious group of faculties,
veneration appeared to be the
leading feature, but he would
not consider them a truly reli-
gious people. Taking into con-
sideration their large concentra-
tiveness, their religion, in his
opinion, merely consisted of the
observance of customs; and
all these customs had become
so entwined with vested interests
that their observance were kept
up by those whose interest it was
to see that these "old" customs
were duly observed. With the
Chinese custom ruled the com-
mune, and the commune ruled the
individual. It is rather amusing
to find that the learned phre-
nologist was of opinion that
"self-esteem" was a suppressed
quality in the Chinese mental
make-up, due to years of Manchu
oppression! Mr. Donovan perhaps
never had the pleasure of strolling
along the Queen's Road in Hong-
kong or riding down the Maloo
at Shanghai where the *jeune*
doree of Young China flaunts
herself at times, or he would soon
disabuse his mind of that idea.

Daily Press.

Trade with China.

Trade with China, we under-
stand, has shown great im-
provement during the past few
weeks. It was to be expected
that this would follow upon the
cessation of hostilities, for since
the outbreak of the revolution in
September last business with
many parts of China, and notably
along the Yangtze River, has
been practically at a standstill.
A glance over the pages of the
"Customs Gazette" for the fourth
quarter of last year, which has
just been issued, reveals how
seriously trade has been affected
and how detrimental this
has been to China's revenue.
Yet we think it may be said
that the loss was not as great
as many have probably supposed.
The total revenue of the Maritime
Customs for the quarter was
£1,781,522, which, com-
pared with the same quarter of
last year, shows a falling off
of £1,801,853. At the Aigun,
Sensung, the Harbin district sta-
tions, and even at most of the
more southern Manchurian
stations, excepting of Newchwang,
the revenue for the quarter, in
fact, showed very appreciable
improvement as compared with
that of last year. It is when we
come to the Yangtze and West
River ports that we see the
harmful effect of the revolution
on the trade and commerce of the
country.

South China Morning Post.

Lascar Seamen.

A remark made by a passenger
(in the S.S. Oceana), Captain
Hutchinson of the Yorkshires,
regarding the behaviour of the
lascar crew gives one to think
that the officers must have been
severely handicapped in their
heroic work. Captain Hutchin-
son says that the lascars "be-
haved abominably." This is not
unfortunately the first occasion
on which similar complaint
has had to be made regard-
ing lascar seamen. If we re-
member aright their behaviour
at the stranding of the Delhi
stood out in strong contrast to
the conduct of the white members
of the crew, who stood nobly by
and saw that the last passenger
had left the ship ere they did
anything to save themselves.
The "abominable behaviour" of
the lascars, if borne out by the
inquiry which is bound to be
made, is only one more argument
added to the many that the em-
ployment of lascars should be
restricted to the lowest limit.
This question was taken up by
the Government of New Zealand
two years ago, when legislation
was introduced designed to re-
strict the employment of these
seamen in the intercolonial trade.

WOMEN'S WORLD

A PRETTY CENTREPIECE.

Women at home are greatly interested in a display that is being held of quite a new form of ornamentation for a dinner table. It takes the form of a large low vase made of silver fashioned to represent a water lily with leaves and buds, the flowers and the buds being used as bowls for holding choice blossoms. The effect is absolutely novel and wholly charming. Such a decoration has the merit of being adaptable to a small or a large table, as smaller forms of the plant may be had for adding to the length of the new flower carriers when a very large dinner table has to be decorated. The innovation has the great charm of allowing a low floral decoration that does not in any way obscure the view of those at table and although it covers a good portion of the board, this decoration is anything but heavy. It may be had in real silver, in silver-gilt, and in electroplate, any of which make really original and acceptable wedding gifts.

A New Shop Assistant.

A model shop assistant who never wastes a moment, and gives customers exactly what they ask for, has just been discovered.

The new assistant, which is designed for drapers' shops, is the latest form of automatic machine, and instead of retailing chocolate and butterscotch or matches and cigarettes, will produce in return for a penny a card of buttons or hooks and eyes, a packet of needles or pins, a card of mending wool, or other small article to be found in the haberdashery department.

Unlike the ordinary shop assistant, the newcomer has no objection to long hours, and from his place of vantage outside the shop will go on selling the useful necessary little articles long after the shop doors are closed and the shutters up.

The New Sleeve.

Although dresses of soft fabrics such as nines or mousseline de soie are much fuller, the brocaded designs still retain a slim, straight effect. Embossed in velvet, the new brocades of shot-metallic texture are simply swathed to the figure, with a square-cut décolletage softened with folds of tulle, and one of the noticeable changes in dresses of this kind is the sleeve. Made long, the new sleeve for evening wear is of the same material as the dress, and it is perfectly moulded to the arm, ending in a point which falls well over the hand.

The long sleeves for the evening have been suggested by the dresses in beautiful gold and silver Renaissance brocades worn by recent brides. Other sleeves of softer fabrics reach to the elbows, where they finish with narrow bands of fur under wider bands of lace or embroidery. Sometimes the elbow-length sleeve is slashed up to the shoulder almost, and it falls away from the arm with a different-coloured lining, as in the case of a black panne gown embroidered in emerald Royal blue iridescent beads, with emerald revers on the décolletage and emerald lining in the sleeves. The skirt is opened up in the same way over an under-dress of emerald satin.

From Paris comes the news that white satin is to be worn in the daytime for winter dresses. This novel idea has already been carried out, one gown being in ivory chamoise, with a crossed bodice and a belt of Dresden blue taffeta. Touches of the same coloured taffetas could be seen under the yoke of fine lace, which was scooped out in Dutch style at the neck. The dress otherwise was quite plain save for a hem of skunk, and it was worn with a long coat of black plush hommed with skunk and finished with a storm collar and large revers of the same fur.

Pale mauve satin, another of the materials usually reserved for the evening, is being utilized for day gowns in combination with black chiffon and fur.

MINE EXPLOSIONS.

How the Great Forces of Nature Work.

The forests of ancient times which have rested for millions of years, and gradually turned into coal, take their revenge when they are disturbed, states the "Evening Standard." There have been never tried to spend their money in fighting it. Libraries have been built, as we know. Technical institutions have been endowed, but we never get any nearer the great conquest of Nature, which enables the miner to go down into his coal-pit with the perfect certainty that there will be no explosion, and that he will come back just as if he had gone to a factory of some other kind. His risk is always great. He takes it very quietly, and probably never thinks of the risks he runs. It is his ordinary day's work, and, so far as he is concerned, there is no more to be said about it. He risks explosions without even thinking about them.

When Sir Humphry Davy invented his lamp to save the miners he had only one idea, and a very definite one. He thought—indeed, he knew—that when the gas, fire-damp was mixed with air a light would cause it to explode. Moreover, he knew that a thin sheath of copper gauze wrapping round and covering in his lamp-flame would prevent the mixture of air and gas from catching fire. Hence came the Davy lamp. The tiny flame used by the miner was kept cool by the sheath of copper webbing. The miner was protected, and explosions were supposed to be things of the past. The reasoning of the whole thing was perfect. Coal, or any other carboniferous deposit always gives off some kind of gas or oil. In Pennsylvania it has broken up into oil, so no one tries to get coal; the oil bubbles up too freely. The same thing happens in Baku, on the shores of the Caspian Sea. Here some of the oil wells caught fire thousands of years ago, and are still worshipped by the peasantry.

But in England the dead forests that make the mines are so old that very little of either gas or oil is to be found in them. Gassy mines are the exception, and even in the driest there is very little chance of any gas explosion.

Yet when the explosion does happen the effects are gigantic. It is no tiny thing like the explosion of a 13.5-in. naval gun, or of a hundred such. The broadside of a super-Dreadnought is a quick, evanescent thing, and makes a big noise, and may possibly do considerable damage. It is caused by concentrated explosives working through little tubes called guns. When the great forces of Nature are set to work in a small way they send their slow, deep-throated rumbles through a few miles of tunnel under the ground. The explosion as a rule moves slowly. Experiments have often been shown in our lecture halls, inside glass tubes, and it has been shown how the wave front of the explosion, a white sheet of fire, can move forward slowly or quickly. In the gun of the battleship it moves quickly.

There came an explosion near Glasgow many years ago in a flour mill that changed all the old opinions. Flour is a substance that burns easily, but it was not known before then that flour, finely dispersed like dust through the air, could burn in a flash like gunpowder. When this great object lesson was seen, experts turned their attention towards coal dust. It was found to be a very unfriendly substance. To grind up Welsh anthracite very finely, to blow it into the air and to try to light it is a lost endeavour. Even the simple experiment of blowing a

little anthracite powder through a piece of tubing—a pea-shooter will do—into a gas flame only tends to put the gas out. Blowing finely ground resin—not real resin, but the colophony that musicians call resin—through the gas flame has a very different effect.

It seems strange to say that the old dried up resins of the trees that grew millions of years ago found their way into the mines and cause explosions. Yet it is so. During the first few days when the Science Department of the Coronation Exhibition was being put together there was a Lancashire miner who was cutting sections of various kinds of coal—tiny sections so thin that they appeared like semi-transparent leaves. Many of them must have been cuttings from the trunks of trees, giant grandfathers of the pine that had lived and died in ages long before the chalk cliffs of England were either laid down or built up. As he shook his films of coal a rain of particles fell out, a fine dust. Even when it settled down the heaps were easily lighted. No doubt these minute grains of matter, stored up so long ago in the cells of the giant carboniferous forests, have been the cause of many an explosion.

FOR PHOTOGRAPHERS.

A CHANCE FOR EVERY AMATEUR.

The proprietor of the "Hongkong Telegraph" has decided to continue during March his offer of two prizes for the best photographs submitted to the editor by amateur photographers, during the month.

The first prize is one of \$10 and the second is one of \$5.

It has been decided to widen the scope of the competition. To restrict it largely to active life in the Colony excludes many amateurs who are not yet experienced in this class of work. As the whole purpose of the competition is to stimulate interest in photography in Hongkong it has been felt better to remove all restriction and to

Give Everyone a Chance.

Pictures of active life, then, pictures of still life, pictures recent or pictures taken months ago, pictures of life or scenes in Hongkong or pictures taken in any part of China, pictures taken at home—any picture, general or local, may be sent along if it possesses interest at all. With the competition of so comprehensive a character there is a chance for any amateur photographer in Hongkong to win one of the prizes. The rules of competition appeared in the issue of March 1.

Photographic Competition Coupon.

March 10, 1912.

I agree to enter the photographic competition on the express understanding that the editor's decision shall be final, and that he may, at his discretion, use the print sent herewith either in the "Hongkong Telegraph" or the "Weekly Telegraph."

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[84]

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The Hongkong Telegraph.
HONGKONG, TUESDAY, MARCH 19, 1912.
THE CHANNEL COLLISION.

The thought uppermost in the minds of most people who have read the account of the disaster off Beachy Head is that, heavy as is the toll, the record of lives lost might have been greater. Considering that the collision took place at five o'clock in the morning, while it was yet dark, and that the Oceana went down in a very short time, it is evident that much coolness and presence of mind must have been displayed after the crash came. At the moment of writing no explanation has been offered as to the probable cause of the disaster. If, as one of the passengers is reported to have stated, the night was clear, there is ground for exhaustive enquiry, for there was then less excuse for collision. On the other hand, Renter told us yesterday that a gale was raging the Channel, and it is just possible that this had commenced when the collision took place, for one boat was swamped and another reached safety only by reason of constant balling. In the absence of more definite knowledge it would be idle to speculate further on this point.
Attention may be directed to the statement that the white women behaved splendidly while the behaviour of the Lascar crew was abominable. Modern Cassandras may croak that we are a decadent people, pessimists may urge that our vaunted civilisation is mere veneer and that that once scratched the original savage nature shows. It is not true. Civilization while it softens in a sense, does not eradicate the primal attributes of courage in the face of danger, as the behaviour of the white women on the Oceana again shows. The behaviour of the Lascares will be hailed as yet another strong argument in favour of restricting their employment as seamen.
Every disaster of this kind, every railway accident, every mine explosion realises for us very vividly the truth that, however science may march from triumph to triumph, Nature still remains untamed. With every passing century she is better understood, is more and more forced into the service of man. But she still remains unconquered and unconquerable, capricious as a wilful woman, fearful in her moments of passion and temper. We do not know, of course, that Nature's vagaries had anything to do with the Channel collision, but it raises the thought at least. It suggests again—obviously by association of ideas only—that the personal element still counts and always will count for much in the best regulated schemes. We see this especially in railway disasters. The system for the control of trains is as nearly perfect as a system can be, but man is not. The slightest lapse on his part may wreck the system, and lead to horrid results. The imperfect human element can never be wholly eliminated from the otherwise perfect arrangement.

DAY BY DAY.
If one man conquer in battle a thousand times ten thousand men, and if another conquer himself, the latter is the greatest of conquerors.
To-day's Paper.
An epoch-making speech on the Navy by Mr. Winston Churchill appears on page 1. On page 3 will be found Women's World and on page 8 an illuminating article on Labour Unrest.
We have to thank, Messrs. Maspero Freres of Cairo for an extremely artistic blotting book and calendar.
At the Magistracy to-day five men were charged with behaving in a disorderly manner at Stanley yesterday. They were fined \$2 each or five days and bound over in the sum of \$50 to keep the peace for six months.
A fine of \$50, or one month's imprisonment with hard labour, was passed on a man charged at the Magistracy this morning with selling opium without legal permission. The opium was found on the premises of 96, Des Vaux Road.
A Chinese who was engaged in painting the s.s. Hong Bee at Quarry Bay Docks yesterday, fell from the vessel into the dock and was killed. Death was caused through a fractured skull.
A fire broke out on the s.s. Paul Beau, about two o'clock this morning, but was extinguished before any serious damage was done. The fire occurred on deck, and it is believed that it was caused through some careless Chinese throwing down a lighted match.
In the Marine Court this morning, before Commander G. W. Beckwith, Wong Kwan, a boatman, was charged with unlawfully mooring his boat within 100 yards of low water mark, in a prohibited place during prohibited hours on March 17, and with failing to obtain a licence for the craft. He was fined in all \$20.
Yesterday at the Criminal Assizes Lai Siu and Chu Sing were charged with robbery with violence at Luk Wu Temple, Tai O, Lantau Island, it being alleged that they got away with \$100 in money, a watch, two rolls of cloth, and four gold rings.
Prisoners pleaded not guilty, but after evidence had been called, were found guilty, and were sentenced to five years' hard labour each.
"I landed here this morning, from St. Louis, America," said a Chinese charged at the Magistracy this morning with being in possession of 1,800 rounds of ammunition.
According to the evidence of the police defendant had the ammunition in a basket covered with a bed cover. He was in Connaught Road Central.
In answer to the bench defendant said that he was conveying the ammunition to his brother, who resided in the country and possessed a gun. He had no relatives in Hongkong and did not intend remaining here. He was fined \$100 or six weeks' hard labour.
The City Hall.
During the week ended March 17, 6481 Chinese and 256 non-Chinese visited the Museum, while there were 185 Chinese visitors to the Library and 419 non-Chinese.
Neighbours' Quarrel.
At the Magistracy to-day, Mr. Melbourne had before him a cross summons case in which the occupants of adjoining flats preferred charges against each other, and had Mr. Lewis and Mr. Walker to represent them. Mr. Walker's client was a man who alleged that a woman, the client of Mr. Lewis, had used abusive language towards him, whilst Mr. Lewis argued that the woman had been assaulted by the man. The case took up much time and resulted in both individuals being bound over to keep the peace for twelve months in bonds of \$100.

THE HONGKONG A.D.C.
To Visit Canton.
We are informed that following the presentation of Sullivan's opera "The Gondoliers" by the Hongkong Amateur Dramatic Club, at the City Hall, arrangements are being made to give one performance at Canton. As matters now stand the members will travel to Canton by steamboat on Friday, March 29, perform on Saturday and return the next day.
THE UNIVERSITY BAZAAR.
The takings at the University Bazaar throughout yesterday's proceedings amounted to about \$4,000.
To-day some of the articles, undisplayed, will be sold by auction, but we are informed that the greater part of the goods will be reserved until Saturday, when they will be sold in a similar manner.
HUGHES COMEDY CO.
"A Night Off."
There was a good house at the Victoria Theatre yesterday evening, when the Hughes Musical Comedy Co. produced "A Night Off." The humour in the slender plot was carried through by Messrs. Paul Stanhope and Bert LeBlanc in an admirable manner, while the singing of Miss Lloyd was greatly appreciated.
This Company has brought a refreshing atmosphere of merriment into the Colony, and pieces like "A Night Off" make an appeal because they are simply delightful nonsense. That is all they pretend to be, and that is all that the audience wish them to be. A hearty laugh is the best and most inexpensive medicine, and the visitor to the Victoria Theatre who can witness "A Night Off" and not laugh must himself be by way of being a rara avis.
S.C. RIFLE ASSOCIATION.
Yesterday's Shooting.
The following are the chief prize winners in the Matches 1, 2 and 3 of the S.C.R.A. meeting, which were fired yesterday.
Match 1 (open). Lt. Bagnall, H.K.S.B., 1st (winner of Edmund Cup); A. S. Leadbeater, K.O.Y.L.I., 2nd; Seaman Collier, H.M.S. Minotaur; Cpl. Franks, K.O.Y.L.I.; Gr. Goodridge, R.M.A.; A. B. Calk, H.M.S. Minotaur; D. C. Carr, K.O.Y.L.I.
Match 2 (2nd class shots). Pte. Lawrence, K.O.Y.L.I., 1st; A. B. Benson, H.M.S. Newcastle; Pte. Sykes, K.O.Y.L.I.; Gr. Tomkins, R.G.A.; Pte. Symes, K.O.Y.L.I.; Pte. Youngston, K.O.Y.L.I.; A. B. Store, H.M.S. Minotaur; Gr. Marshall, 87 Co., 1st; Sgt. Holliday, 83 Co.; Sgt. Griffiths, 88 Co.; Gr. Tomkins, 88 Co.
Match 2 (open); 200 yards, rapid. A. B. Fooks, 1st (winner of Jardine Cup); Pte. Smith, K.O.Y.L.I.; P. O. Thompson, H.M.S. Tamar; Lt. Col. Rowlandson, 128th B. I.; Pte. Strangroom, K.O.Y.L.I.; Pte. Elton, K.O.Y.L.I.; Pte. Jones, K.O.Y.L.I.; Sgt. Vyner, K.O.Y.L.I.
Match 2a (2nd class shots). Pte. Foster, K.O.Y.L.I., 1st; Pte. Fullmann, K.O.Y.L.I.; L. C. Wells, H.M.S. Tamar; Pte. Gares, K.O.Y.L.I.; Pte. Graham, K.O.Y.L.I.
Match 3 (open); 200 yards, snapping. Pte. Milk Chocolate Cup, P. O. McLellan, Hongkong Police, 1st; Pte. Collinson, K.O.Y.L.I.; Sgt. Capper, K.O.Y.L.I.; A. B. Jenon, H.M.S. Minotaur; P. O. Bane, H.M.S. Tamar; Pte. Jones, K.O.Y.L.I.
Match 3a (2nd class shots). Pte. Newbold, K.O.Y.L.I., 1st; Pte. Briggs, Pte. Dunkley, L. C. Hurford, Pte. Tangle, Pte. Green, Pte. Wadeley, Pte. Everson (all K.O.Y.L.I.).
Match 3b (1st class gunners). Sgt. Heath, 87 Co., 1st; Lt. Bagnall, H.K.S.B.; Br. Jacobs, 87 Co.; Major Craig, 87 Co.; Lt. Paris, 88 Co.
Match 3c (2nd class gunners). Gr. Williams, 87 Co., 1st; Gr. Phillips, 88 Co.; Gr. Donnan, 88 Co.; Sgt. Griffiths, 88 Co.

CRIMINAL ASSIZES.
Fight with two Thieves.
At the Criminal Assizes continued this morning, at the Courts of Justice, before Mr. Justice Gompertz, Lau Tsun and Li Wun were charged with assault with intent to rob at Kowloon on Feb. 14.
The Hon. Attorney General, instructed by the Crown Solicitor, prosecuted, the defendants, who pleaded not guilty, being undefended.
The jury was composed as follows:—Messrs. F. E. Ellis, A. L. Dawson, J. Neilson, W. Pringle, Jr., J. S. Shaw, J. H. Oxberry, A. McDougall.
The case was that on the date in question John Chun Wong, assisting in the management of Messrs. Watson's aerated water depot, was having his tiffin, when two men entered the shop and asked to see a man once employed there, but who had since gone away. Wong told them so, and one of the men endeavoured to seize hold of his arms while the other threw a packet of pepper at him. Wong made use of his tiffin knife, cutting one of the prisoners about the face and succeeded in getting away. Directly they saw he was free they made off, but Wong gave chase, and about 300 yards from the shop they were captured by an Indian watchman and a Sikh. They were taken back to the depot, and on being searched were found to have in their possession some string, two daggers, a gag, and a small tin box that evidently had contained pepper.
The prisoners were found guilty, and sentenced of five years' hard labour and twelve strokes of the cat, each, was passed.
THROWING CAUSTIC SODA.
Strange Affair on the s.s. Chinkua.
At the Magistracy this afternoon, Cheung Kai-chi was charged with being concerned along with others with feloniously casting or throwing at or upon Li Hing a certain corrosive substance with intent to burn and maim, on the s.s. Chinkua on Jan. 14. He was also charged with robbing Li of \$134 in bank-notes at the time or immediately before the throwing of the corrosive fluid.
Complainant, whose face and clothing bore traces of such an attack as was alleged by the police, stated that the robbery and attack took place on the return of the ship from Shanghai.
The Government analyst, Mr. Frank Browne, in his certificate stated that the burn on the clothing were due to caustic soda. The solution of this substance in water, the certificate continued, acted as a strong caustic and was much used for removing paint and tar from ships, etc.
Lance Sergeant Wills prosecuted, and Mr. J. H. Gardiner defended.
Mr. Gardiner said there was, as his Worship was aware, a cross charge for damage to clothing which was estimated at \$5. For the defence it was alleged that Li Hing threw the corrosive fluid in the first place, and he damaged himself and his clothing in throwing the fluid on the man Cheung Kai Chi.
L. S. Wills intimated that his chief witness was in Canton.
Mr. Irving: Well, I want a witness: I could not give my verdict to-day, without.
Mr. Gardiner: I have also a witness, and in the case of a further adjournment I ask for bail.
Mr. Irving: How long has he been in goal?
L. S. Wills: Since Feb. 20.
Mr. Irving: What bail do you suggest?
L. S. Wills: \$250 on each charge.
Mr. Irving adjourned the case until the 28th and granted bail on the security of \$500 being provided.
Mr. Gardiner said his client had eight years' good character and had a wife and family in Hongkong.
A fox which found its way into a wired-in enclosure on a Suffolk game farm killed eighty pheasants.

TELEGRAMS.
COAL CRISIS.
THE COMING BILL.
[Service to the "Telegraph."] Bombay, Mar. 19, 7.45 a.m.
Mr. Asquith has announced that he will introduce the Coal Mines Bill to-morrow. It will be read for the second time on Wednesday and will be concluded on Thursday. It will be sent to the House of Lords on Friday and will receive the Royal assent on Saturday.
Mr. Asquith said that he would defer a statement of the position until to-morrow. The Government considered that the earliest possible passage was serious and imperative. Mr. Bonar Law, said that he considered that serious as was the crisis the Bill was also serious and required adequate discussion.
Mr. Asquith said he hoped to arrange this.
RAOES IN DANGER.
London, Mar. 18, 6.40 p.m.
Owing to the strike it is doubtful whether the Lincoln and Liverpool race meetings will be held.
Railway facilities are at a minimum and owners are hesitating to risk their horses.—Routier.
TRAINS CANCELLED.
London, Mar. 18, 5.10 a.m.
The Great Northern Railway has cancelled 160 more trains and the London and North Western 125 more. Henceforth only 65 trains will leave Euston station per day, his number including the suburban trains. The Metropolitan railway also announces its first curtailment of train service.—Routier.
CHANNEL COLLISION.
BODIES RECOVERED.
Bombay, Mar. 19, 7.35 a.m.
The P. and O. Company announces that the following are the Oceana's list of missing:—The Rev. Mr. Leishman, his wife, baby and nurse; O. R. MacFarland; Capt. E. V. Knox; Lieut. C. G. Russell; Stewardess Newbury; and four stewards.
The injured are progressing favourably. Ten bodies have been washed up near Hastings and Newhaven. They are apparently those of the Leishmans and the infant, Mrs. Newbury two Englishmen and four Lascares.
FIGHTING AT CANTON.
Forts and Gunboats.
We learn on excellent authority that hostilities opened this morning between the troops of Wong Wo-shun who took possession of the forts at Whampoa some time since, and the Governor General's forces. No details are to hand, but it appears that brisk firing took place this morning between the forts and the republican gunboats.
A land force of 400 was sent to endeavour to persuade Wong Wo-shun's men to give up possession of the forts quietly, but they were immediately fired upon.
BILLIARDS.
Soldiers' Club Billiard Tournament.
83 Company R.G.A. and the Sergeants of the K.O.Y.L.I. commenced their games in the above tournament on Monday night, both games being won by the Artillerymen. The first two were Sgt. Jackson and Gunner Wetherall. The Gunner won by 30, his chief breaks being 14, 13 (twice), 10, 15 and 31 (the last being, up to the present, the highest break of the tournament). Sgt. Jackson's best breaks were 13, 13, 11, 15 (twice), 21 and 26. The second game was between Sgt. Erwood, 83 Co. and Sgt. Roper, K.O.Y.L.I. Erwood won, after a rather slow game by 38, making breaks of 10, 11, 27 and 22. Sgt. Roper contributing 11, 12 and 18. Scores:—
83 Co. R.G.A.
Gunner Wetherall.....250
Sgt. Erwood.....250
Sergeants K.O.Y.L.I.
Sgt. Jackson.....220
Sgt. Roper.....212

CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, March 18.

Li Yuk-long head of the Finance Department, has issued a proclamation informing the people that the issue of new subsidiary coin, with new designs, has been approved by the Governor-General.

The translation of the characters on the obverse side reads: "Issued in the first year of China's Republic by the Kwangtung Mint"; this legend being also found on the reverse, only in English characters. The intrinsic value weight and value of the coin will be the same as in former issues. The inhabitants of the city are ordered to accept them as legal tender and not to take them at a discount.

Chan Kwang-ming, the Governor-General, has made a public announcement of his decision to resign his present post. In his statement he says that when he accepted office, it was his intention to re-organise the military strength of the province and to root out the robbers. He would even have resorted to drastic measures to bring that about, but people, like Shek Chun-kum and Wong Wo-shun created trouble.

Writing of the recent riot, he holds himself to blame for alarming the populace, and concludes that he is unfit to hold so important a post as the one he already occupies, hence his decision to resign. At the same time he expresses the hope that the vacant post will be offered to Wu Han-man, the former Governor General of the city, under whom he is quite willing to serve.

On the 7th inst. a meeting of the members of the nine Charitable Institutions, the Chamber of Commerce, and the Peace Preservation Society was held in the hall of the Ngai Yick to consider methods for strengthening out affairs after the recent rioting. It was resolved to elect representatives to approach the commanders of the revolutionary forces and to request them to keep their forces outside the city.

OPENING OF PARLIAMENT.

Singular Accident in Royal Procession.

A mishap occurred as the King and Queen were going in State to open Parliament on February 15. In the course of a description in the "Times," a writer says:—The procession slowly made its way down Whitehall, and their Majesties were received with hearty cheering at every point. The Royal coach kept the middle of the roadway as far as St. Margaret's Church. Then, with but a few yards to go, it was forced to make a wide sweep by a singular accident. The fifth State carriage in the procession, which immediately preceded the first division of the Sovereign's escort and the Royal coach, was drawn by six black horses. One of the team stumbled when the carriage was on the point of entering Old Palace Yard, and got a leg entangled in a trap. The horse could not get free and the carriage stopped. Outriders and positions quickly had the whole team under control. It was an exciting moment, but the Life Guards, who were a few paces behind, grasped what had occurred, and without a moment's pause swept to the side of the road; and the Royal coach passed clear and was scarcely delayed by the accident.

Their Majesties arrived at the Victoria Tower just before 2 o'clock. The Royal Standard was at once broken and a Royal salute was fired in St. James's Park. Meanwhile the occupants of the stranded carriage, Lord Granard, Lord Chestorfield, Lady Minto, and Lady Desborough, had alighted and walked to the House of Lords. Some minutes passed before the entangled horse, with its heavy trappings, could be got clear of the trap, but when it was finally liberated and the carriage was removed, it was found that it had sustained little injury.

NEWS OF THE WORLD.

(From Various Sources.)

Politics and Undergrads.

Under the rigorous hand of the new Ban, M. de Ouyaj, says a Vienna telegram of Feb. 2, the situation in Croatia is daily growing more strained. The University students having been affected by the excitement due to the dissolution of the Diet and to the continual confiscation of all non-official journals, the University has been closed and the students threatened with the loss of a whole academic year. They nevertheless took possession of the University building, barricaded the entrances, and prepared for a siege. Various tradesmen furnish them with food and drink. The authorities seem undecided whether to object to them or to permit them to capitulate at leisure.

In the meantime the Press is being steadily confiscated on flimsiest pretexts. Ten journals were seized on Tuesday in the capital and the provinces, and on Wednesday the public sale of the chief Opposition organ was forbidden. The object of the seizure is less to inflict immediate financial loss on the non-official organs than to bring them within the scope of an ordinance which empowers the Executive to suppress any journal that has been repeatedly confiscated.

Aviation Adventure.

A New York telegram, dated Feb. 13, says:—An extraordinary incident occurred yesterday during a flight made by Mr. George Betty the airman, who was accompanied by a woman passenger. The cold was very great, and while the biplane was a considerable height above the ground the petrol began to freeze. The biplane came to a stop when the machine was fully 1,000 feet above the earth.

The airman, realising his danger, had already begun to make a rapid ascent, but now his passenger began to scream and cry, and finally she became so hysterical that only by main force was Mr. Betty able to restrain her from jumping from the car. His position now a terrible one, for the machine, not properly under control, had commenced to descend with great rapidity.

The airman, with rare resources, however, forcibly held down the woman with one hand and with the other obtained control over the biplane, which he ultimately succeeded in bringing safely to the ground.

The unusual evolutions had been witnessed by hundreds of horrified spectators, though, of course, the full significance of the biplane's erratic movements was not apparent to them.

A Picturesque Career.

A picturesque and eventful career has ended with the death of Colonel George Edward Gouraud at Vevey, Switzerland. Colonel Gouraud's death followed closely on that of his son, Captain Gouraud, of the 17th Lancers, who died at Aden recently while on the way home from India.

Colonel Gouraud was born in the United States, but had lived in England for more than thirty years. He volunteered for service with the Federal army during the American Civil War and received a staff appointment.

When the phonograph was one of the wonders of the world, Colonel Gouraud, the "Daily Express" says, became associated with Mr. Thomas A. Edison, the inventor, and he was the first agent for the phonograph in Great Britain. He named his residence at Brighton Edison House in honour of the inventor.

When M. Jacques Lobaudy decided to proclaim a ready-made empire in the Sahara Desert, some eight years ago, Colonel Gouraud was appointed governor-general of the new domain. He established himself, with other members of the Emperor's Court, and acted as spokesman for his sovereign. Colonel Gouraud afterwards resided in Paris, and for the last two years he lived at Vevey.

M. Prevost, a French airman, has created a record by rising to a height of over seven thousand feet with a passenger.

BRITONS IN SIAM.

An Interesting Point Before the Consular Court.

The "Siam Observer" of February 28 draws attention to a point raised in the Danish Consular Court at Bangkok by Mr. S. Brighthouse in the case in which Mr. and Mrs. Sampson are claiming damages against the Siam Electricity Company, which is based on Article 41 of the Agreement of November 9, 1901, between the Siam Government and the Company. The article in question is as follows:—

"If any person or persons of Siamese nationality sustain any loss or damage by reason of any defect or want of repairs in any of the plant, rolling stock, or other property belonging to the Company, or by reason of any neglect or misconduct of their agents or servants in the management, construction, laying or using of the said plant, stock or other property or any portion thereof, the same shall be made good by the said Company and in any case in which the Company and the said persons are unable to agree, the said Company shall accept the International Court of Bangkok or such other Court as may in future be instituted instead thereof as a permanent Court of Arbitration to arbitrate upon claims for such loss or damage. The decision of such Court of Arbitration shall be final and shall be effectual and binding upon the said Company, and in case of non-compliance on the part of the Company with such decision for three months after such final decision has been notified to the Company, it shall be lawful for the Government to denounce the termination of the present Agreement."

Mr. Brighthouse claims that under the Anglo-Siamese Treaty of July 9, 1909, the term "person or persons of Siamese nationality" embraces British subjects, who according to this treaty (Article 6) "shall enjoy throughout the whole extent of Siam the rights enjoyed by the natives of the country," and (1 Sec. 2 of the Jurisdiction Protocol) "The jurisdiction of the International Courts shall extend . . . To all civil and commercial matters to which British subjects shall be parties." Section 3 of the same Protocol states: "The right of evocation in the International Courts shall be exercised in accordance with the provisions of Article 8 of the Treaty of September 3, 1883."

The point thus raised by Mr. Brighthouse is an extremely interesting one, whose settlement will be awaited eagerly.

TYPHOID IN SHANGHAI.

In view of the apparent prevalence of typhoid in Shanghai at the present time, or at least of the extent to which the subject is being discussed, it is of interest to give some facts and figures, if only for the purpose of relieving any public anxiety, says the "N. C. Daily News."

In the Health Officer's last monthly report published on March 7 the warning was issued that there were signs of an increasing prevalence of typhoid fever, together with a recommendation to pay attention to the public health notice which is obtainable at the Health Office and should be familiar to everyone.

It is found on inquiry that there have already been three deaths from typhoid this year, as against only one during the corresponding period last year. The disease does not appear to have fallen on any particular section of the community or to be attributable to any one article of diet. A special warning, however, may be given as regards oysters, which should never be eaten uncooked, especially when it is remembered that the succulent bivalve is commonly reported to be artificially nourished on unspeakable filth. That admirable culture medium of disease germs, milk, is also under suspicion, while all uncooked vegetables, such as celery and lettuce, are well known to be carriers of typhoid and similar internal trouble.

THE PAST YEAR IN MALAYA.

In dealing with the past year's trade in the Straits, the Singapore correspondent of the "Times" remarks:—A good many million pounds sterling were sunk in the shares of Malayan rubber estates during 1908-9-10, and the new companies are sending out Europeans to take the place of Chinese and other Asiatic managers. These Europeans require superior residences, and house-building has been active. The Government is making more stringent rules as to the housing of the labourers and the provision of hospitals, and this also makes a demand for many items of hardware and the like. Agricultural instruments for jungle-clearing, soil-turning, and for tree-tapping amount to a pretty considerable sum in the aggregate, but the most important new trade is that in rubber-curing, rolling, dressing, and packing machinery, upon which every estate which has trees of tapping age has to spend a considerable sum.

Dealing with the plantation industry itself, one experiences a certain amount of hesitation. There are vast sums involved, and thousands of somewhat nervous shareholders. It is a simple statement of fact, however, that the industry is now deplorably over-capitalised, and that working costs are far in excess of the calculations made by sanguine experts, who were paid, too handsomely in some cases, for reports which would make prospectuses attractive. The older sterling companies are for the most part perfectly sound in themselves, and within a year or so their inflated shares will find a fairly safe level. As to a good many of the younger companies, it is to be feared that they will come to the end of their working capital before a majority of their trees have reached the producing stage, and that it will not be an easy matter to obtain additional capital on favourable terms.

The full export from the Malayan plantations for the year 1911 will be about 14,500 to 15,000 tons, and the quality of the rubber is being steadily improved. Now that the boom fever is over, we have a number of men who are taking their managerial duties very seriously, and are training their assistants with the utmost care, so that supervision of the coolie labour may be more efficient than hitherto. At bottom the industry is perfectly sound, but it needs close attention, and there must inevitably be some serious disappointments. The output this year is almost exactly double that of 1910. For 1912 I estimate an output of about 18,000 tons.

The work of laying out the new City of Hankow is making only very slow progress, reports the "Hankow Daily News." Chinese are quick in promising and planning but slow in fulfilling and working. Now the architects cannot agree. There are some who wish to build the new city after the example of Washington, while others prefer the style of Tokyo. A meeting has been held recently in which a good deal of talking was performed but without any result. It was interesting to hear the speech of a strong Japanese trained architect who said that Hankow is not going to be General Li's city but the merchants' place and therefore the merchants should have the say in this matter and not him.

DON'T FORGET.

Wednesday, March 20. Annual General Meeting of the Hongkong Club, 5.15.

Thursday, March 21. The Gondoliers, Hongkong A. D. C., City Hall, p.m.

Friday, March 22. 21st Half Yearly Drawing of Debentures, Hongkong Club. The Gondoliers.

Saturday, March 23. The Gondoliers.

Monday, March 25. Annual Meeting China Sugar Refining Co., noon.

Annual Meeting Luzon Sugar Refining Co., 12.15 p.m. The Gondoliers.

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VIRGINIA CIGARETTES

THE CHEAPEST VIRGINIA CIGARETTE COMPARED WITH THE QUALITY OFFERED

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50 cents
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Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

[21]

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

To-day's Advertisements

WANTED A Junior Office Assistant for a Merchant's Office.

Apply to P. Q. R., c/o "Hongkong Telegraph," Hongkong, 19th March, 1912. [246]

WANTED.

AN Assistant English Teacher for the D'Ossian School. Apply to The Headmaster. Hongkong, 19th March, 1912. [249]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD. Agents.

Hongkong, 1st Mar., 1912. [247]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN," Capt. A. Stewart, will be despatched for the above ports on MONDAY, the 25th March, at 4 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days.)

The Steamer leaves about every 8 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For freight or passage, apply to

DAVID SASSOON & CO., LD., Agents. Hongkong, 19th Mar., 1912. [248]

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MUTTON

LAMB

BUTTER

RABBITS

HAM

HARES

BACON

KIDNEYS, ETC.

THE DAIRY FARM CO., LD.

[10]

MEE CHEUNG. ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st Mar., 1912. [248]

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS,

PROVISION & COAL

MERCHANTS.

Hongkong, 28th Mar., 1911. [255]

"KING GEORGE IV"

SCOTCH WHISKY (GOLD LABEL).

This Whisky is the very oldest and finest made in Scotland. Its roundness, delicate bouquet, full body and delicious after-taste, all proclaim it "THE WHISKY par excellence."

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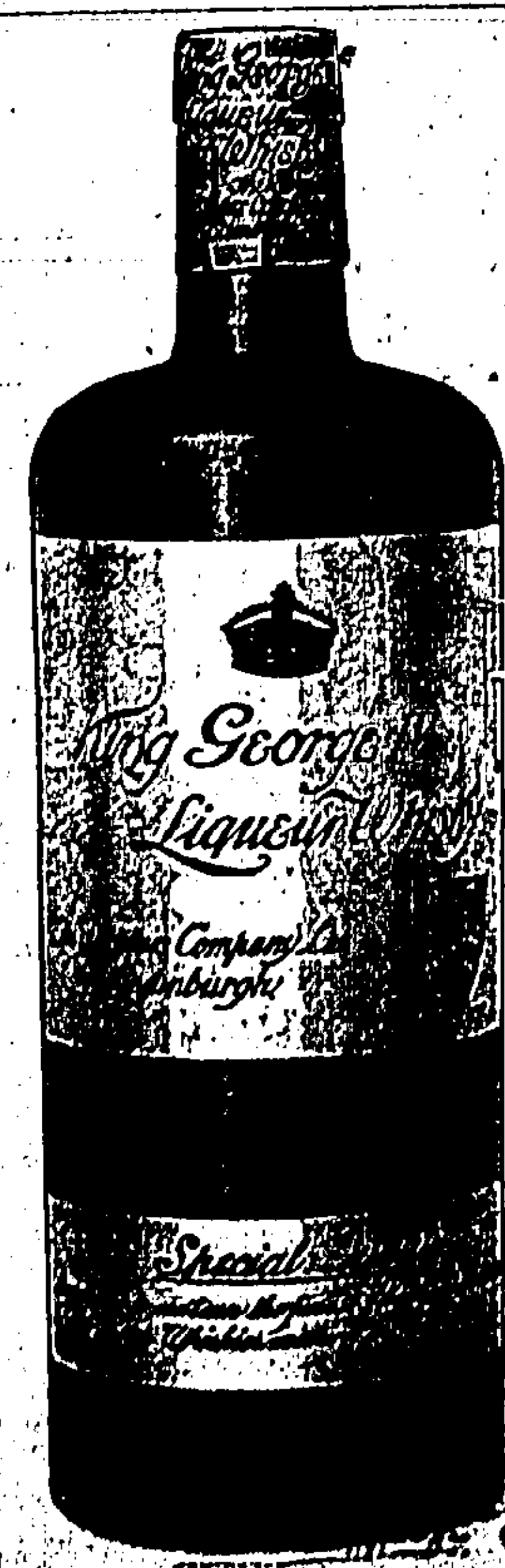
GANDE, PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

HONGKONG.

Telephone No. 135. [9]



Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and from St. John, N.B. and Quebec

"Monteagle" ... Sat., Mar. 23	"E. of Ireland" ... Fri., Apr. 19
"E. of India" ... Sat., Apr. 20	"E. of Ireland" ... Sat., May 17
"E. of Japan" ... Sat., May 11	"Allan Line" ... Sat., June 7

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

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Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	TUNOSHING	Wed., 20th Mar., Noon
SHANGHAI	CHOYANG	Friday, 22nd Mar., D'light
CHIENTSIN	CHIPSHING	Saturday, 23rd Mar., Noon
MANILA	YUENSANG	Saturday, 23rd Mar., 2 P.M.
SHANGHAI, KOBE & MOJI	LAOSANG	Friday, 29th Mar., Noon
MANILA	LAOSANG	Saturday, 30th Mar., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Monday, 1st April, Noon

RETURN TOURS TO JAPAN (Occupying 24 days). The steamers "Kut-ang," "Nan-ang" and "Fook-sang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingwantao.

Taking Cargo on Through Bills of Lading to Kaitai, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 16th March, 1912.

"SHIRE" LINE OF STEAMERS LD.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamship	DATE OF DEPARTURE
LONDON & ANTWERP	EDEN OF GLAMIS	 6th April
LONDON & ANTWERP	FLINTSHIRE	 10th May

Most steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

Does not carry Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
AGENTS.

Hongkong, 15th March, 1912.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

AND THE CHINA NAVIGATION CO., LTD.,

HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

TUESDAY, 19th MARCH.

10.00 p.m. "HONAM." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 24th MARCH.

The Company's Steamship.

"SUI AN"

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N. B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days.

Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR),
Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destinations Steamers Sailing Dates

MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	MISHIMA MARU, Capt. A. E. Mose, T. 9,000	WEDNESDAY, 27th Mar., D'light
	KAOA MARU, Capt. M. Hingino, T. 7,000	WEDNESDAY, 10th April, Daylight

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, ONT. & YOKOHAMA	TAMBA MARU, Capt. S. Wada, T. 7,000	TUESDAY, 26th March, at Noon
	SANUKI MARU, Capt. S. Ishikawa, T. 7,000	TUESDAY, 9th April, at Noon

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 15th March, at Noon
	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 12th April, at Noon

N'ASKI, KOBE & YOKOHAMA	YAWATA MARU, Capt. T. Gecino, T. 5,000	WEDNESDAY, 10th April, Noon
	HITACHI MARU, Capt. T. Yamazaki, T. 7,000	THURSDAY, 28th March, at 11 A.M.

BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. T. Nozuchi, T. 5,000	TUESDAY, 19th March
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SHANGHAI & KOBE	JINSEN MARU, Capt. Ma hida, T. 4,000	MONDAY, 25th March
SHANGHAI & KOBE	TOSA MARU, Capt. T. Sato, T. 6,000	WEDNESDAY, 27th March

Fitted with new system of wireless telegraphy.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

KIRIN MARU ... Tons 4,000 ... Capt. Deguchi ... March 28th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th
KAGA MARU	7,000	M. Hagino	April 10th
ATSUTA MARU	9,000	Wm. Thompson	April 24th
HITACHI MARU	7,000	T. Yamazaki	May 8th
MIYASAKI MARU	9,000	T. Murai	May 22nd

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong
TAMBA MARU	7,000	S. Wada	Mar. 26th
SANUKI MARU	7,000	T. Iriawa	April 9th
AWA MARU	7,000	T. Iriawa	April 23rd
INABA MARU	7,000	S. Tomioka	May 21st

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamers To Sail

MANILA, CEBU & ILOILO	"TAMING" ... 19th Mar. 4 P.M.
AMOY & TSINGTAU	"HANGCHOW" ... 19th ... 4 P.M.
CHINKIANG	"NEUCHWANG" 20th ... 4 P.M.
SHANGHAI	"CHENAN" ... 21st ... 4 P.M.
HAIPHONG (calls Hoihow for mails only)	"SUNGKIANG" ... 22nd ... 10 A.M.
SHANGHAI	"LINAN" ... 23rd ... M'night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin "Twin" Steamers "Tama" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kailang" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Lian, Chishan)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's luncheon leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 36. Agents.

Hongkong, 17th March, 1912.

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft "HANSA."EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SACHSEN ... 18th Mar.

"O. F. LAESZ" 2nd April

"SITHONIA" 10th April

"SCANDIA" 26th April

"BAYERN" 3rd May

For Further Particulars, apply to—

HOMEWARD.

For Havre, Bremen & Hamburg:

S.S. SUEVIA ... 2nd Mar.

For Marseilles, Rotterdam & Hamburg:

S.S. PRUSSEN ... 22nd Mar.

For Havre & Hamburg:

S.S. BELGRAVIA ... 1st April

For Marseilles, Havre & Hamburg:

S.S. SACHSEN ... 27th April

For Rotterdam, Hamburg & Antwerp:

S.S. O. J. D. AHLENS ... 5th May

For Havre, Bremen & Hamburg:

S.S. O. F. LAESZ ... 10th May

For Rotterdam, Hamburg & Antwerp:

S.S. ARCADIA ... 31st May

Hamburg-Amerika Linie,
Hongkong Office.HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	WEDNESDAY, 20th March, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	MONDAY, 1st April, 4 P.M.

For Freight or Passage, apply to:

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong, 11th March, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjitaroon	JAVA		JAPAN	2nd half Mar.
Tjibodas	JAVA	2nd half Mar.	SHANGHAI	2nd half Mar.
Tjilwong	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjilpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjilap	JAVA	2nd half Mar.	SHANGHAI	1st half April
Tjilmanoeck	JAVA	1st half April	JAPAN	1st half April
Tjilman	JAVA	2nd half April	JAVA	2nd half April

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo on all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375 York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000	H. S. Smith	Apr. 9th, Noon
S.S. "Chiyo Maru"	21,000	W. W. Green	May 7th, Noon
S.S. "Tenyo Maru"	21,000	E. Bent	June 4th, Noon

All steamers are equipped with Turbine Engines and Triple Screw.

The triple screw steamer "Shinyo Maru" will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU on TUESDAY, the 9th April, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Buyo Maru	10,500	Tuesday, April 9, Noon
Hongkong Maru	11,000	Friday, June 7, Noon
Kiyo Maru	17,500	Saturday, Aug. 6, Noon

For Further Particulars as to Freight and Freight, apply to

K. MATSUDA, Agent
(KING'S BUILDING Opposite Blake Pier)KUHN
AND
KOMOR.

Art Curio Dealers.

INSPECTION INVITED

A. KUHN,
Proprietor.

FOR SALE

BOY'S EXCHANGE TABLES.

1/8 To 1/10

APPLY

"HONGKONG
TELEGRAPH."

LOG BOOK.

Suez Canal Dues.

Continued reductions in the dues levied by the Suez Canal Company seem by no means to satisfy British shipowners. Their case is set out adroitly and with just a suspicion of irony in the annual report of the Liverpool Steamship Owners' Association, of which Sir Norman Hill is secretary. It is pointed out that last year Great Britain received £1,120,260 in the shape of dividends on the shares which Lord Beaconsfield luckily bought for £4,000,000 thirty-five years ago. Altogether, the country has had £17,000,000 in dividends from these shares, apart from a huge appreciation in the value of its security. This extraordinary return, it is maintained, is the result of canal dues which exceed by 100 per cent. the cost of working the canal. As 60 per cent. of the dues are derived from British shipping, therefore, it is argued, 60 per cent. of Great Britain's dividend is "a most onerous tax on our trade with the East."

Some little time back, when the Government was pressed on the subject, Mr. McKinnon Wood caused it to be understood that Ministers are more or less the victims of circumstances with regard to this Suez Canal revenue. Sir Norman Hill now suggests that means should be found, "without waiting for the conversion of the other shareholders by which at least £600,000 of the dividends unwillingly received by the British Government should be applied in the general relief of the British trades suffering from the tax." To British shipowners engaged in trade with the Far East and with Australia a refund of a portion of their canal dues would doubtless prove very acceptable. But the Americans might not be disposed quite to overlook the matter in deciding the very debatable question of the treatment of United States shipping in the Panama Canal.

Red Sea Blockade.

A Bombay telegram dated Feb. 17 says:—The Aden correspondent of the "Times of India," in a message dated February 11 says: "According to advices received from Hodeida, the Italian steamer Calabria and three or four other warships are still blockading Hodeida and Al Ghabana Ras Al Kattab, which are a few miles from that port. The remaining ships of the squadron are cruising in the Red Sea and examining steamers or dhows going to Turkish ports. It is announced that the blockade will now be conducted from Hodeida, lying in latitude 14 deg. 47' N. and longitude 42 deg. 54' E., to Ras Is, in latitude 15 deg. 13' N. longitude 42 deg. 32' E., and all communications by sea with Hodeida, Ras Al Kattab, Al Ghabana and the neighbouring Turkish places is now practically interrupted. Trade between Turkish ports and Aden is at a standstill, and merchants and traders who have trade relations with those ports are suffering."

In view of the telegram received by Aden merchants from Hodeida, asking for the despatch of a steamer, the Tuna, belonging to Cowjee Dinshaw and Brothers, has been chartered by certain European merchants here and was sent to Hodeida on Saturday with the permission of the Italian Consul here. The Tuna took the German Consul here and was allowed to enter Hodeida after she was searched by Italian warships. She has now returned here with the German Consul on board, but has brought no cargo or passengers. The steamer Woodcock, which left here on Saturday for the Turkish ports of Lohia and Moka, with a cargo of flour and other articles, is reported to have been stopped by the Italian warships near Moka and a quantity of flour and other cereals, consigned by Aden merchants to Moka, is said to have been seized and taken to the Italian port of Massawa. Letters state that Turkish authorities in the Yemen have ordered most of the Turkish troops in Upper Yemen, which consist of about 20 battalions, to proceed to the coast. It is also reported that the Italian warships have bombarded Ras Al Kattab, firing over 5

THE MEANING OF THE LABOUR TROUBLES.

A View from Home.

Here in Great Britain the middle-class man is separated by a chasm far broader and deeper from his manual working brother, than he is from any foreigner of his own class. "How the poor live" has, of course, been a subject of interest for the student, the slum worker, and the charity-monger, but I do not refer primarily to the outward and visible signs of the workers' lives, but to the inner thoughts, the emotions, the ideals, the hopes which away from them, says a writer in the "Daily Mail." The average man, outside the manual working-class, is still oblivious of this tremendous psychological problem in his midst, growing in intensity and complexity, and which, if unsolved, will at no distant date thrust our whole industrial and social life into anarchy and dissolution.

End of Middle Class Standards.

The average middle-class man still insists that the manual must go on thinking in terms of his middle-class interests, economics, politics, and morals. He is apparently incapable of imagining that immensely more numerous classes are steadily working the balance of power in the State, and that the social order, thus transformed, may differ in all respects as dramatically and as completely from the social order of to-day as that differs from the institutions, customs and industrial methods of the feudal period in Europe.

Everywhere are signs and portents of immense changes in every department of life, and social reincarnation is proceeding remorselessly, inevitably, far beyond the reach of Kings, Kaisers, or Parliaments to control. What are the main characteristics of this present "unrest"?

The first thing that must strike the most thoughtless is that it is ubiquitous. It is not peculiar to England. Everywhere Damos is stirring—dissatisfied, restless, pugnacious, menacing. His conduct may be ungrateful, foolish, unscrupulous, "what you will," but, as a brilliant public man once observed, "you cannot indict a whole nation." How much less can you indict more than three-fourths of civilised mankind?

Organic Unrest.

The next thing that one observes is that in a steadily increasing measure this unrest is becoming self-conscious and organized. In the early and mid-Victorian period there were strikes and lock-outs as to-day, but then they were relatively sporadic, localised, and gathered little or no sympathy outside the immediate area or sectional craft involved. To-day they have grown to such Frankenstein proportions that they threaten the whole life of the State. Their organisers on both sides have compacted international, or rather, extra-national, in character, which they have no legal authority, are writs which run where no legal instrument would be effective, and are having far more influence on our industrial and commercial life than nine-tenths of the parliamentary enactments of the day. From the coal-fields of Northumberland, the Midlands, and South Wales, ambassadors go forth with no other credentialed than can be accorded by a million organised and disciplined British miners seeking an understanding based on interests which are conceived to be common to miners throughout the world. Simultaneously, the transport workers prepare to take the field in alliance with their "comrades" of the coal-fields, determined not to touch an ounce of foreign coal should existing Continental stocks be drawn on. This amazing unity of purpose is supposed to be based merely on a desire to increase the wages of labour or to secure the recogni-

tion of a bare minimum. If anything is more amazing than the unity of the manual it is the open-mindedness of the judgment of his "betters" on his actions.

The Peril of the Sea.

All vast improvements must have sanctions superior to the interests of the units which compose them. Based primarily on the material interests of their members, they are based finally on something greater even than the collectivity of those units—they are based on an Idea. The peril lies far more in the Idea, not in the battle round the material interests. What is that idea to-day?

The idea of the common class interests of the myriads who have nothing to sell but their labour power; who have practically no hope of ever having anything to sell but their labour power, and who are increasingly discontented with the methods of its purchase and the price it secures.

Let us remember that all the old-world sanctions which knit society together are in the melting pot—placed there by others than the manual worker. Loyalty to kings qua kings, as our fathers understood and felt it, fealty to feudal lord, inbred respect and obedience to noble birth, uttermost submission to the Church—all have gone. What have we in their place? An oligarchy founded in finance, capable only in terms of Cash. There is no strong and enduring sanction here, to keep men disciplined to the service of the State. The battle for power lies between the vast and infinitely complex capitalist interests and the rising and menacing masses.

Failure of the Labour Party.

On the other hand, it is increasingly felt that the Parliamentary Labour Party has become a tremendous failure. Its bankruptcy under the leadership of Mr. Ramsay MacDonald has thrown the organised workers back on their own industrial resources. Everywhere one hears that more parliamentarism is played out. Here is the extreme peril. The dam of constitutional legislation is being burst asunder. The old trade unions—craft unions—are being everywhere undermined by a vehement advocacy of the new industrial unionism; unity on the basis of class, not craft.

The common interests of the entire working class, irrespective of trade, are being preached ceaselessly and remorselessly. The duty of the entire working-class to stand together is seizing the imagination of the workers, and hence the threat of the sympathetic strike. But behind all there rises no mere notion of a betterment of wages or conditions of labour, but the vision of a complete social transformation, tersely expressed in the words of one of the revolutionary songs:

"We have been nothing,
Let's be all."

The catastrophic movement will go on. The social crisis of to-day may pass away as the railway crisis of yesterday was temporarily solved. But the movement will gather force from its failures, determination in defeat, until its triumph merges into terrorism.

The Parting of the Ways.

One thing only can obviate social catastrophe, and at no distant date, and that is Social Reconstruction. Not arranged grudgingly, cheatingly, with the adroitness of a card-sharper, legal enactments to be nullified by judicial decisions, but honestly, generously, faithfully. It will cost money—millions. But every penny spent will bring back a hundred-fold in health and happiness to the whole community. It is an idle dream to imagine that you can send the schoolmaster abroad, and a cheap press, and foster free-speech, and still perpetuate a system whereby 12,000,000 of your people are permanently underfed, tens of thousands thrown out of employment through recurring glut in your markets, while a preventable infant mortality decimates your race. The governance of the world is threatening to pass under the control of the extreme men—men like Mr. D. A. Thomas, the millionaire coal-lord, and Tom Mann, the brilliant and unselfish Syndicalist. We are at the parting of the ways, there is no third choice—Social Transformation or Social Catastrophe.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The Parcel Post system to the following places in China is for the present suspended:—Hupoh, Szechuan, Hunan, Kweichow and Tongyueh.

MAILS VIA SIBERIA.

Left London 28. March 15.
March 2. March 19.

MAILS DUE.

German, Lützow, 21st inst.
American, Korea, 22nd inst.
American, Siberia, 1st prox.
American, China, 8th prox.

MAILS CLOSE.

Swatow, Amoy and Ningpo—Per Socha-maru, 20th Mar., 9 a.m.
Hoihow and Haiphong (taking Mails for Peking)—Per Michael Jensen, 20th Mar., 9 a.m.
Haiphong (taking Mails for Peking)—Per Hongkong, 20th Mar., 9 a.m.
Shanghai—Per Tungshing, 20th Mar., 10 a.m.

EUROPE & INDIA VIA TUTICORIN.

(Late letters 11.00 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per York, 20th Mar., 11 a.m.

Yokohama—Per Sui Tai, 20th Mar., 1.15 p.m.
Kuchinozaki, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle—Per Tallrybus, 20th Mar., 2 p.m.
Manila, Mangarin, Iloilo and Cebu—Per Rabi, 20th Mar., 3 p.m.

Onkang—Per Newchwang, 20th Mar., 3 p.m.
Kudat and Sandakan—Per Borneo, 21st Mar., 9 a.m.

Swatow, Amoy and Foochow—Per Haitan, 21st Mar., 10 a.m.
Nagasaki, Kobe, Yokohama, Victoria and Tacoma—Per Chicago-maru, 21st Mar., noon.

Macao—Per Sui Tai, 21st Mar., 1.15 p.m.
Shanghai—Per Chenan, 21st Mar., 3 p.m.

Yokohama and Kobe—Per Tjitroem, 21st Mar., 3 p.m.
Amoy—Per Tjipanas, 21st Mar., 4 p.m.

Hoihow and Haiphong (taking Mails for Peking)—Per Socha-maru, 22nd Mar., 9 a.m.
Swatow—Per Hui-min, 22nd Mar., 10 a.m.

Shanghai—Per Choyang, 22nd Mar., 11 a.m.
Macao—Per Sui Tai, 22nd Mar., 1.15 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) (Siberian Mail to Europe)—Per Montecle, 22nd Mar., 5 p.m.

Manila, Cebu, Iloilo, Angaur, Yap, Miran, Friederich, Wilhelmshafen, Rabel, Herberich, Matsui, Samarai, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle—Per Prinz Sigismund, 23rd Mar., 8 a.m.

Dai-ny—Per Yorio-maru, 23rd Mar., 9 a.m.

Takao—Per Shin-iku-maru, 23rd Mar., 9 a.m.

Tientsin—Per Chipping, 23rd Mar., 11 a.m.

Singapore, Penang and Calcutta—Per A. Apear, 23rd Mar., 10 a.m.

Manila, Cebu and Iloilo—Per Yano-sag, 23rd Mar., 1 p.m.

Macao—Per Sui Tai, 23rd Mar., 1.15 p.m.

SHANGHAI, Siberian Mail to Europe—Per Lian, 23rd Mar., 6 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 24th Mar., 9 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honoluh and San Francisco (Siberian Mail to Europe)—Per Penda, 26th Mar., 10 a.m.

EUROPE & INDIA VIA TUTICORIN.

(Late letters 11.00 a.m. to noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Tounan, 26th Mar., 11 a.m.

Singapore, Penang and Colombo—Per Mahima-maru, 26th Mar., 5 p.m.

Singapore, Penang and Rangoon—Per Fazika, 28th Mar., 8 p.m.

Singapore, Penang and Calcutta—Per Namsang, 29th Mar., 11 a.m.

EUROPE & INDIA VIA TUTICORIN.

(Late letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 27th Mar., at 5 p.m.—Per Devanah, 30th Mar., 11 a.m.

Manila, Cebu and Iloilo—Per Loong-sang, 30th Mar., 1 p.m.

Singapore, Penang and Calcutta—Per Fooksang, 1st April, 11 a.m.

Kobe—Per Muttra, 2nd April, 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honoluh and San Francisco (Siberian Mail to Europe)—Per Korea, 2nd April, noon.

VESSELS IN PORT.

Anglia, Ger. s.s., 1,001, Chr. Kumpel, 10th Mar.—Bangkok 9th Mar. Gen.—B. & S.

Borneo, Ger. s.s., 1,344, F. Sembill, 12th Mar.—Sandakan 8th Mar. Timber.—M. & Co.

Bourbon, Fr. s.s., 997, Le Bail, 11th Mar.—Haiphong 9th Mar. Gep.—M. M.

Chicago, Jap. s.s., 3,332, I. Goto, 9th Mar.—Manila, P.I. 7th Mar. Flour and Gen.—O. S. K.

Clara, Jap. s.s., 1,103, A. Ullrich, 16th Mar.—Canton 14th Mar. Ballast.—J. & Co.

Dovre, Nor. s.s., 733, F. Sigvald, 17th Mar.—Haiphong 10th Mar. Gen.—Wo Yick S. H. Co.

Hongkong, Br. s.s., 739, Corneilissen, 27th Feb.—Haiphong 26th Feb. Gen.—A. R. Marly.

Kohsichang, Ger. s.s., 1,229, Rojofsky, 8th Mar.—Bangkok 29th Feb. Rice.—B. & S.

Landrat, Ger. s.s., 1,016, Brüger, 17th Mar.—Bangkok and Swatow 16th Mar. Gen.—S. & Co.

Michael, Jap. s.s., 651, J. Petersen, 18th Mar.—Haiphong and Hoihow 16th Mar. Gen.—J. & Co.

Mon-cagi, Br. s.s., 3,303, W. Davidson, n.s.s., 10th Mar.—Shanghai 7th Mar. Mail and Gen.—O. P. R. Co.

On Sang, Br. s.s., 1,787, A. G. Smith, 17th Mar.—Ching-wantao 10th Mar. Gen.—O. E. & M. Co.

Pisa, Br. s.s., 2,744, J. Hill, 12th Mar.—San Francisco via Shanghai 10th Mar. Mail and Gen.—O. P. R. Co.

Pilsanlok, Ger. s.s., 1,207, D. Reinert, 12th Mar.—Bangkok 4th Mar. Bing.—B. & S.

Rubi, Br. s.s., 2,797, S. A. Croxley, 17th Mar.—Manila 14th Mar. Gen.—S. T. & Co.

Samsen, Ger. s.s., 998, R. Petersen, 17th Mar.—Bangkok and Swatow 16th Mar. Rice and Gen.—N. D. L.

Shinohiku Maru, Jap. s.s., 1,939, J. Den, 16th Mar.—Moji 10th Mar. Coal.—O. S. K.

Socha Maru, Jap. s.s., 1,119, K. Sugawa, 15th Mar.—Swatow 16th Mar. Gen.—O. S. K.

Tamon Maru, G. Jap. s.s., 2,119, D. Winer, 13th Mar.—Milke 8th Mar. Coal.—M. B. K.

Tallrybus, Br. s.s., 6,525, H. L. Allen, 15th Mar.—Liverpool 4th Feb. Gen.—B. & S.

Tjitarom, Dutch s.s., 3,666, P. Zwart, 16th Mar.—Mantok 8th Mar. Gen.—J. O. J. L.

Tjipanas, Dutch s.s., 3,815, Veldin, 16th Mar.—Palava 6th Mar. Sugar and Co.—J. C. J. L.

Yerimo Maru, Jap. s.s., 2,350, T. Hinda, 16th Mar.—Moji 10th Mar. Coal.—O. S. K.

SHIPS PASSED THE CANAL.

1st March—Ningchow, Antil clins, Goeben, Polynesien, Segoris, Sach-sen, Deike, Bickmers. 5th March—Flintshire, Himalaya, Hittachi Maru, Nyanza, Baron Janderfeldt. 8th March—Ajax, Aragonia, Asyanax, Bonhomond, O. Ford, Lucina, Gange, Palawan, Ring Sney, Sydney, 12th March—Desany, Peris, Laertes, Sam-bis, Madrug, 15th March—Dorffinger, Erroll, Kleins, Tange Maru, Ville de la Clotat, Argadia, Lovak.

Arrival at Home—1st March—Ded-bighabire, Brasilia, Blower, Teuch-lai, Afghan Prince, Tonkin. 5th March—Peleus, Indravad, Pak Ling, 8th March—Dartmouth, Goeben, Hirono Maru. 12th March—Indravall, Dacre Coast. 15th March—Cyclops, Sydney, Aragonia, Asyanax, Konang Si, Kan-suep.

SHIPPING NEWS.

The Danish s.s. Arabian left Singapore on the 17th inst., and may be expected here on the 22nd inst.

The Yokohama Office of the O. P. R. is in receipt of a wireless message from the R.M.S. Empress of India, sent at 10 p.m. Sunday, the 17th inst., when the vessel was 1,270 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama on Thursday, the 21st inst., at 4 p.m.

ARRIVED.

Bombay Maru, Jap. s.s., 3,398, T. Naguchi, 18th Mar.—Shanghai, Gen.—N. Y. K.

Africa, Aust. s.s., 3,614, M. Marglin, 18th Mar.—Shanghai 16th Mar. Gen.—S. W. & Co.

Paoting, Br. s.s., 1,043, J. R. Owen, 18th Mar.—Daly 13th Mar. Borneo.—B. & S.

Yuen-sang, Br. s.s., 1,128, P. H. Rolfe, 19th Mar.—Manila 16th Mar. Gen.—J. M. & Co.

Yorok, Ger. s.s., 3,117, J. Rander-mann, 19th Mar.—Yoko-hama 9th Mar. Mail and Gen.—M. & Co.

Isiten, Br. s.s., 1,138, J. S. Roach, 19th Mar.—Coast Ports 18th Mar. Gen.—D. L. & Co.

Arratoon Ajar, Br. s.s., 2,331, G. F. Hudson, 19th Mar.—Moji 14th Mar. Coal and Gen.—D. S. & Co.

Yushan, Chi. s.s., 1,070, C. Wester-land, 19th Mar.—Canton 18th Mar. Gen.—O. M. S. N. Co.

Tungshing, Br. s.s., 1,173, L. Hussey, 19th Mar.—Canton 18th Mar. Rice.—J. M. & Co.

Shinmou Maru, Jap. s.s., 1,750, K. Nagata, 19th Mar.—Canton 18th Mar. Ballast.—M. B. K.

Tamba Maru, Jap. s.s., 6,133, S. Wada, 18th Mar.—Seattle, Wash., 13th Feb. Flour, N. Y. K.

Heimann, Br. s.s., 641, A. H. Sie wart, 19th Mar.—Swatow 18th Mar. Gen.—D. L. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Pers. for London. Ceylon, for Yokohama. Vorwarts, for Trieste. Kohsichang, for Hoihow. Empire, for Kobe. Hangchow, for Tientsin. Fukura-maru II, for Wakamatsu. Yorok, for Bremen. Africa, for Trieste. Bombay-maru, for Bombay. Taming, for Iloilo. Michael Jensen, for Haiphong.

DEPARTED.

Mar. 19. Fukura-maru, for Moji. Kwangshah, for Canton. Chipping, for Canton. Atreus, for London. Kueichow, for Tientsin. Taming, for Iloilo. Empire, for Kobe. Vorwarts, for Calcutta. Hangchow, for Tientsin. Ceylon, for Yokohama.

PASSENGERS ARRIVED.

Per s.s. Yorok, arrived 19th Mar., from Yokohama:—

Amerind, T. H. Kan Chin-ku, Abraham, Mrs. Lum, Mrs. Bomdior, B. J. Neer, Adolf Svard, Mannman, Miss Bielitz, H. Pegram, Lt. and Eng Wook-fang, Mrs. G. C. Fabig, Faris, Mrs. J. Gaur, J. L. Gaud, Mr. and Mrs. G. G. Gellier, G. Trent, Capt. A. Heumann, T. Brook, Hoppenberg, C. Yuen, Y. Jop Holgate, N. Yamada, Mr. and Mrs. H. and Mrs. Jacob, J. R. Zorn, Paul.

PASSENGERS EXPECTED.

Per s.s. Prinz Ludwig, due 16th April—Dr. F. von Wessel, Miss H. San-jon, Dr. F. Salcooper, Mrs. Salcooper, Mr. and Mrs. Grossmann, D. L. Von Weidenfeld, Mr. and Mrs. O. Obichon, Mrs. A. Hilde, Mr. Wollich, Mr. G. B. Red, Mr. Heuer, Mr. and Mrs. E. Schaeumloff, Mr. H. Schumacher, Dr. V. Savilla, Mr. and Mrs. E. W. Carpenter and Mrs. Buhrenann.

Per s.s. Babus, due 30th April—Mr. Paul Brennscheldt, Mrs. Giles, Mrs. L. Giles, Mrs. Weber, and Miss C. Trimm.

Per s.s. Goeben, due 14th Mar.—Mr. and Mrs. A. J. McClure and Dr. H. Trauth.

Per s.s. Hittachi Maru, from London 17th February—Mr. H. C. Buching-ham, Mrs. L. Green, Mrs. Stephen, Miss M. Stephen, Miss F. Stephen, Mrs. H. Duren, Miss Colvin, Mr. E. G. Robinson, Mr. and Mrs. O. H. Schaeumloff, Mr. H. Schumacher, Dr. V. Savilla, Mr. and Mrs. E. W. Carpenter and Mrs. Buhrenann.

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Per s.s. Babus, due 30th April—Mr. Paul Brennscheldt, Mrs. Giles, Mrs. L. Giles, Mrs. Weber, and Miss C. Trimm.

Mail Steamers.

THE PENINSULAR AND ORIENTAL S. N. CO.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA. Ceylon Daylight } Freight and Passage } Capt. A. E. A. Baker, ... } 10th March

SHANGHAI { Delta } About } Freight and Passage } Capt. E. P. Martin, n.s.s. } 28th March

For further particulars, apply to E. A. HEWETT, Superintendent, P. & O. S. N. Co.'s office, Hongkong, 18th March, 1912.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For SHANGHAI, NAGASAKI, KOBE and YOKOHAMA. Lutzow 17,800 } About THURSDAY, 21st March. Capt. J. Bortfeldt, ...

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA. Prinz Sigismund 6,000 } SATURDAY, 23rd March, at 9 a.m. Capt. D. Lenz, ...

KOBE & YOKOHAMA. Prinz Waldemar 6,100 } About TUESDAY, 2nd April. Capt. H. Bremer, ...

KUDAT & SANDAKAN. Borneo 6,750 } Middle of March. Capt. F. Sembill, ...

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Telefunken.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG AND CHINA. Hongkong, 12th March, 1912.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN. (Occupying 9 to 10 days.)

Haikan J. S. Roach THURSDAY, 21st March, at 11 a.m.
Haichang J. W. Evans SUNDAY, 24th March, at 10 a.m.
Haichang W. O. Passmore THURSDAY, 28th March, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haikan A. H. Stewart FRIDAY, 22nd March, at 11 a.m.
Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, LaPraik & Co., General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia. (SUBJECT TO MODIFICATION.)

Steamers Arrive Hongkong from Australia Leave Hongkong for Australia

Empire 15th March 6th April

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

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